

INDIVIDUAL PROPERTY/DISTRICT
MARYLAND HISTORICAL TRUST
INTERNAL NR-ELIGIBILITY REVIEW FORM

Property/District Name: Porters Bridge/Richardsmere Bridge Survey Number: CE-914

Project: Remove Porters Bridge Agency: SHA

Site visit by MHT Staff: no X yes Name E. Hannold, R. Andrews Date 2/15/94

Eligibility recommended X Eligibility not recommended

Criteria: XA B XC D Considerations: A B C D E F G None

Justification for decision: (Use continuation sheet if necessary and attach map)

Based on information provided by SHA, the Porters, or Richardsmere Bridge, located on an abandoned section of MD 591 over the Octoraro Creek, is eligible for the National Register of Historic Places under Criteria A and C. The Pratt through truss was designed under the supervision of Charles H. Latrobe, noted Maryland engineer and principal in the Baltimore Bridge Company, an early and important designer and builder of metal truss bridges, and fabricated by the Wrought Iron Bridge Company. Constructed in 1885, the bridge is significant for its incorporation of both wrought iron and steel, and represents a transitional point in the conversion from iron to steel in the fabrication of metal bridges. Porters Bridge is the only nineteenth century truss structure remaining on the Maryland State Highway System. It is one of only three known truss bridges remaining in Cecil County which were designed by Latrobe and constructed in the mid-1880s. It is among just a few metal truss bridges dating to the 1880s which remain throughout the state. In addition, the bridge is significant for its role in the transportation development of the area. Located at an early crossing of the Octoraro, this bridge is the latest in a series of bridges constructed to provide access to Porters (later Magraws) Mill, the focal point of the settlement of Richardsmere (originally named Porters Bridge). The crossing at Porters Bridge was part of the road network providing a connection between Philadelphia and Baltimore. It became an important component of a major north-south route which evolved into US 1.

Documentation on the property/district is presented in: Project File, MHT inventory form

CE-194 914

Prepared by: Rita Suffness, SHA (1994 update), John Hnedak (1980 form)

Elizabeth Hannold

Reviewer, Office of Preservation Services

November 29, 1994

Date

NR program concurrence: X yes no not applicable

R. Andrews
Reviewer, NR program

1-5-95
Date

gms

Survey No. CE - 914

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA - HISTORIC CONTEXT

I. Geographic Region:

- | | |
|---|---|
| <input checked="" type="checkbox"/> Eastern Shore | (all Eastern Shore counties, and Cecil) |
| <input type="checkbox"/> Western Shore | (Anne Arundel, Calvert, Charles,
Prince George's and St. Mary's) |
| <input type="checkbox"/> Piedmont | (Baltimore City, Baltimore, Carroll,
Frederick, Harford, Howard, Montgomery) |
| <input type="checkbox"/> Western Maryland | (Allegany, Garrett and Washington) |

II. Chronological/Developmental Periods:

- | | |
|--|------------------------------------|
| <input type="checkbox"/> Paleo-Indian | 10000-7500 B.C. |
| <input type="checkbox"/> Early Archaic | 7500-6000 B.C. |
| <input type="checkbox"/> Middle Archaic | 6000-4000 B.C. |
| <input type="checkbox"/> Late Archaic | 4000-2000 B.C. |
| <input type="checkbox"/> Early Woodland | 2000-500 B.C. |
| <input type="checkbox"/> Middle Woodland | 500 B.C. - A.D. 900 |
| <input type="checkbox"/> Late Woodland/Archaic | A.D. 900-1600 |
| <input type="checkbox"/> Contact and Settlement | A.D. 1570-1750 |
| <input type="checkbox"/> Rural Agrarian Intensification | A.D. 1680-1815 |
| <input type="checkbox"/> Agricultural-Industrial Transition | A.D. 1815-1870 |
| <input checked="" type="checkbox"/> Industrial/Urban Dominance | A.D. 1870-1930 |
| <input type="checkbox"/> Modern Period | A.D. 1930-Present |
| <input type="checkbox"/> Unknown Period (<input type="checkbox"/> prehistoric | <input type="checkbox"/> historic) |

III. Prehistoric Period Themes:

- | |
|---|
| <input type="checkbox"/> Subsistence |
| <input type="checkbox"/> Settlement |
| <input type="checkbox"/> Political |
| <input type="checkbox"/> Demographic |
| <input type="checkbox"/> Religion |
| <input type="checkbox"/> Technology |
| <input type="checkbox"/> Environmental Adaption |

IV. Historic Period Themes:

- | |
|---|
| <input type="checkbox"/> Agriculture |
| <input checked="" type="checkbox"/> Architecture, Landscape Architecture,
and Community Planning |
| <input type="checkbox"/> Economic (Commercial and Industrial) |
| <input type="checkbox"/> Government/Law |
| <input type="checkbox"/> Military |
| <input type="checkbox"/> Religion |
| <input type="checkbox"/> Social/Educational/Cultural |
| <input checked="" type="checkbox"/> Transportation |

V. Resource Type:

Category: Structure

Historic Environment: Rural

Historic Function(s) and Use(s): Transportation

Known Design Source: Charles H. Latrobe, designer, Wrought Iron Bridge Co. fabricator

Porter's Bridge
CE-914
Richardsmere
State Road

C. 1884-1885

This iron Pratt-through truss bridge was commissioned by the County Commissioners, Porter, Pierson, and Sentman in 1884-85 as a replacement to the previous covered wooden bridge that appears in the 1877 engraving of the adjacent mill.

(CE-913) Charles H. Latrobe was responsible for its construction along with others on the Octoraro and Conowingo Creeks.

CE-914

1885

Richardsmere Bridge
Richardsmere vicinity
public (unrestricted)

The Richardsmere Bridge carries Johnson Road over the Conowingo Creek, outside of Richardsmere, Maryland. It is a five panel iron Pratt truss bridge 188 feet in length, with a 16 foot roadway and wooden deck. Major structural members, top chords and compression members are compound beams connected with rivets. Wrought iron bars serve as tension members and are pin connected.

In 1884, the Commissioners of Cecil County, William J. Potter, William D. Pierson and Ellis Sentman, commissioned Charles H. Latrobe to prepare plans and specifications for the rebuilding and/or construction of several iron bridges in the county, of which this was one. The earlier bridge on this site, generally referred to as "Potter's Bridge" for the nearby Potter's Mill, is pictured in a lithograph found in the 1877 Lake, Griffing and Stevenson Atlas of Cecil County. This bridge was a wooden covered bridge. Stone abutments for this earlier bridge remain near the present bridge.

The Richardsmere Bridge represents one of two historic truss bridges -- part of Maryland's state road system in Cecil County, and one of 26 bridges of the same structural type throughout the state road network -- identified by the Maryland Historical Trust for the Maryland Department of Transportation in a jointly conducted survey during 1980-81.

Maryland Historical Trust State Historic Sites Inventory Form

MARYLAND INVENTORY OF
HISTORIC PROPERTIES

Survey No. CE-914

Magi No.

DOE ☐ yes ☐ no

1. Name (indicate preferred name)

historic Porters Bridge

and/or common Richardsmere Bridge

2. Location

street & number MD 591

☐ not for publication

city, town Richardsmere

☐ vicinity of

congressional district First

state Maryland

county Cecil

3. Classification

Category	Ownership	Status N/A	Present Use
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
	<input checked="" type="checkbox"/> not applicable	<input checked="" type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input type="checkbox"/> other: not in use

4. Owner of Property (give names and mailing addresses of all owners)

name State Highway Administration

street & number 707 N. Calvert Street

telephone no.: 410-333-1183

city, town Baltimore

state and zip code MD 21202

5. Location of Legal Description

courthouse, registry of deeds, etc. Cecil County Courthouse

liber

street & number

folio

city, town Elkton

state Maryland

6. Representation in Existing Historical Surveys

title Porters Bridge

date 1981

☐ federal ☒ state ☐ county ☐ local

depository for survey records Maryland Historical Trust

city, town Crownsville

state Maryland

7. Description

Survey No. CE-914

Condition

☐ excellent
☐ good
☐ fair

☒ deteriorated
☐ ruins
☐ unexposed

Check one

☒ unaltered
☐ altered

Check one

☒ original site
☐ moved date of move _____

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

SEE CONTINUATION SHEET 7.1

8. Significance

Survey No. CE-914

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input checked="" type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1885 Builder/Architect Charles H. Latrobe, Supervising Architect;

check: Applicable Criteria: ☐ A ☐ B ☒ C ☐ D Wrought Iron Bridge Company, Builder and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☐ state ☒ local

Prepare both a summary paragraph of significance and a general statement of history and support.

SEE CONTINUATION SHEET 8.1

9. Major Bibliographical References

Survey No. CE-914

Baltimore City Directory, 1899-80
Monumental City, 1873 and 1895
Sun, September 20, 1902
SEE CONTINUATION SHEET 9.1

10. Geographical Data

Acreage of nominated property less than 1 acreQuadrangle name Conowingo DamQuadrangle scale 1=24,000UTM References do NOT complete UTM references

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Verbal boundary description and justification

List all states and counties for properties overlapping state or county boundaries

state	code	county	code
-------	------	--------	------

state	code	county	code
-------	------	--------	------

11. Form Prepared By

name/title Rita Suffness, Leader-Cultural Resources Grouporganization Maryland State Highway Administration date January 20, 1994street & number 707 N. Calvert Street telephone (410) 333-1183city or town Baltimore state MD

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Shaw House
21 State Circle
Annapolis, Maryland 21401
(301) 269-2438

MARYLAND HISTORICAL TRUST
DHCP/DHCD
100 COMMUNITY PLACE
CROWNSVILLE, MD 21032-2023
514-7600

CE-914
Porters Bridge
Richardsmere, Maryland
Cecil County

HISTORIC CONTEXT:

MARYLAND COMPREHENSIVE HISTORIC PRESERVATION PLAN DATA

Geographic Organization: Eastern Shore

Chronological/Development Period:

Industrial/Urban Dominance 1870-1930

Prehistoric/Historic Period Theme: Transportation

Resource Type:

Category: Structure

Historic Environment: Village

Historic Function and Use: Transportation/Structure/Bridge

Known Design Source: Charles H. Latrobe - design built by Wrought Iron
Bridge Company

CE-914
Porters Bridge
Richardsmere, MD
Cecil County

Continuation Sheet 7.0
Description

The Porters, or Richardsmere Bridge, is an iron and steel Pratt through truss built in 1885 by the Wrought Iron Bridge Company under the supervision of Charles H. Latrobe, as confirmed by the Minutes of the Cecil County Commissioners. The bridge spans 121 feet to cross Octoraro Creek. Resting on stone masonry abutments, the truss consists of six panels fabricated of pin connected eyebars and riveted channels with lacing bars on the inclined end posts, top chords and cross struts. The posts are composed of two heavy channel beams joined by riveted bracing. The intermediate posts are composed of one channel with two rivetted cover plates. The tension members are wrought iron eyebars with sleeve nuts. The inclined end posts have "Carnegie" stamped on them.

The bridge's current condition is very poor.

The bridge was officially closed to all traffic in January, 1978 following a severe storm which washed out the east approach roadway. The decision to close the structure to traffic and not repair the approach roadway was made due to the extremely low weight capacity. Although the bridge's original weight limit was 8,000 pounds, it was reduced to 4,000 pounds due to structural damage that it incurred as a result of the storm damage in 1978 as several metal members were bent and broken, possibly by floating debris.

The steel portion of the bridge has heavily rusted, severed and distorted members. The pinned connections of the truss are "frozen" and are not free to rotate or relieve stresses in the members as intended. Therefore, additional forces are experienced in members with reduced capacity. These deficiencies have additional importance since the structure is fracture critical, which means that some of the members are so deficient that they might crack and break under stress. The roadway and supporting stringers are timber and in many locations have been burned by vandals or are severely rotted resulting in some large holes in the flooring. Despite posting "No Trespassing" signs on the bridge and barricading the structure on both sides with very tall fencing, individuals continue to use it to cross Octoraro Creek.

Context: Biography of Charles Hazelhurst Latrobe

Charles Hazelhurst Latrobe (December 25, 1833-September 19, 1902) was the grandson of Benjamin Henry Latrobe, famous engineer and Greek Revival architect, and son of Benjamin Henry Latrobe (December 19, 1806-October 19, 1878) who was chief counsel and chief engineer for the Baltimore and Ohio Railroad, and president and chief engineer for the Pittsburgh and Connelsville Railroad, among others. He was born in Baltimore, Maryland in 1834, the eldest of the five children of Benjamin Henry Latrobe and his wife Maria Hazlehurst.

CE-914
Porters Bridge
Richardsmere, MD
Cecil County

Continuation Sheet 7.1
Description

After attending St. Mary's College in Baltimore and learning the rudiments of his profession in his father's office, he worked for the Baltimore and Ohio Railroad. A few years later he went to Florida as the chief engineer in charge of construction on the Pensacola and Georgia Railroad. Stationed at Tallahassee when the state seceded from the Union, he enlisted as a lieutenant of engineers in the Confederate Army, completed the grading, bridge-building and rail-laying on the last twenty miles of the Pensacola and Georgia. At the close of the war Latrobe returned to Baltimore, which was his home until his death in 1902.

The Smith, Latrobe and Company was organized in 1866 and was one of the most important bridge building companies in the United States during the late nineteenth century not only because of their reputation and widespread nature of their many important commissions, but also because its officers were nationally famous engineers, especially Charles Shaler Smith, the president. It was incorporated as the Baltimore Bridge Company in 1869. Charles Shaler Smith was the President and Chief Engineer and Charles H. Latrobe was the Secretary and

Associate Engineer of both firms. An CE-914 1885 advertisement in Railroad Gazette cited C. Shaler Smith's work as a "designer and builder of bridges and viaducts". It was listed in the 1887 Poor's Directory. On page 14 of George W. Howard's The Monumental City, Its Past History and Present Resources,¹ the company cited offices in both Baltimore and New York, further underscoring its importance, as it would not have been a widespread practice to have offices in New York.

It went on to describe the St. Charles Bridge across the Missouri River and the Rock Island Bridge across the Mississippi River as two products of the latter firm. The Baltimore Bridge Company, in its advertisement on page 14, offered the design and construction of iron, steel and composite bridges and roofs, with patent wrought-iron viaducts and trestles as a specialty. Most importantly, "County Road-Bridges" featured prominently in the advertisement, with the statement that "Commissioners can obtain any desired information. . ., with Lithographs send on application."

Frederick Henry Smith was identified as Associate Engineer and General Superintendent, and Benjamin H. Latrobe, the father of Charles Hazelhurst Latrobe, as Consulting Engineer. Another advertisement stated that the company's output, totalling five million dollars, included over thirteen miles of bridges along with roofs, depots, foundations, round houses, and piers. The company went out of business in 1890. He was appointed engineer of the Jones Falls Commission in Baltimore in 1875, when his cousin, General Ferdinand Claiborne Latrobe, entered on his first term as major of the city, remaining in the employment of the city until 1899.

CE-914
Porters Bridge
Richardsmere, MD
Cecil County

Continuation Sheet 7.2
Description

Charles Labrobe and his company designed and built the retaining walls along the Falls and designed and constructed metal bridges across the valley at St. Paul Street, Calvert Street, and Guilford Avenue. He built a number of other bridges in Baltimore, such as Pratt, Lombard, Gay and Biddle Street Bridges and the drawbridge at Block Street. He also laid out the terraced gardens along Mount Royal Avenue and was in charge of the improvements and extensions in Mount Royal, Druid Hill and Patterson Parks as the engineer and general superintendent of public parks, a post he had until 1899.²

Latrobe's designs were evidently noted for their structural beauty.³ What may possibly be one of Latrobe's bridge designs may be that shown on page 32 of The Monumental City (The Baltimore American Illustrated Edition, 1895).⁴

The prominence of the Baltimore Bridge Company is also highlighted CE-914 by Thomas Scharf in his History of Baltimore City⁵ in that it is specifically mentioned along with the Patapsco Bridge and Iron Works, the Clarke Bridge Company, and the H. A. Ramsey and Company as being engaged in the important industry of metal bridges. Latrobe and his firm also executed several commissions for the Peruvian government. At Arequipa he constructed an aqueduct 1,300 feet long and 65 feet high and at Verrugas, on the Callao-Oroya-Huancayo Railway, he built the most famous of his bridges. Spanning one of the deepest gorges in the Andes, it was 575 feet in length and had a central wrought-iron pier 252 feet high, said at the time to be the tallest bridge in the world. It was framed in the United States, then taken apart for shipment and re-erected in ninety days.

The Latrobe family had been previously associated with Cecil County, as Charles' father, Benjamin Henry Latrobe, had surveyed various routes across the peninsula for a proposed canal about 1801 along with Cornelius Howard and John Thompson.⁶

The first mention of what would be the fruitful arrangement between Charles H. Latrobe and Cecil County occurs in the July 9, 1884 Commissioners' Minute Book requiring that a "competent engineer be employed to prepare plans and specifications and supervise construction of bridges. The appointment of Charles H. Latrobe was noted in the July 15, 1884 entry. On July 24, 1884 the Clerk was advised to advertise in the Democrat and the Whig for proposals for the masonry work to the specification of Charles H. Latrobe, Engineer. Just a short time later, with the August 6, 1884 entry, bids had been received for the construction or repair of the substructures and superstructures of Gilpins, Baldwins and Marley bridges, and the superstructures of Haines, New, Porters, Bason Run, Rowlandville and Conowingo bridges. Latrobe's share was to be five percent of the net cost of the work. Of the six latter structures only four through truss bridges are extant: Porters Bridge (CE 914), New Bridge (CE 896), and the Conowingo Bridge (CE 874). Basin Run (Bridge No. CE091) is a pony truss structure.

CE-914
Porters Bridge
Richardsmere, MD
Cecil County

Continuation Sheet 7.3
Description

Evidently Latrobe generated the designs quickly, for on October 1, 1884 proposals from 6 bridge companies for constructing iron bridges at Bason Run, New and Rowlandville were evaluated. The King Iron Bridge Company bid \$8895, the Wrought Iron Bridge Company bid \$9812, the H. A. Ramsey Company and Son submitted a proposal for \$8993, the F. H. Smith Edgeware Company for \$9800, the Pittsburgh Iron Bridge Company submitting the highest bid for \$10,005, and finally, the winning bid, from the Penn Iron Bridge Company, for \$8816.

Proposals from seven bridge companies for the construction of the Baldwins and Porters were evaluated by the Commissioners on September 24, 1884. Alex Wilson Co. bid \$4200 for Baldwins Bridge, with the Penn Bridge Works bidding \$7460 for both, F. H. Smith Edgeware Company for \$7300, the H. A. Ramsey and Company for \$7988, Nelson and Buchanan for \$8140, the King Iron Bridge Company for \$7042, and the winning (lowest proposal) submitted to the Wrought Iron Bridge Company for \$6815. Evidently Nelson and Buchanan submitted the winning proposal for the Conowingo Bridge, for the September 16, 1884 entry of the Commissioners notes a delay in the construction, with the final date extended to November 15 for the completion of the structure.

The designs of the Porters Bridge (CE 914), New Bridge (CE 896), and the Conowingo Bridge (CE 874) are remarkably similar, as would be expected given that they came from the hand of one designer. All are simple Pratt through truss bridges. The word "Carnegie" appears on several truss members in Porters and the New Bridge. Based on the fact that the Carnegie Mill was rolling steel since 1870 and that these two structures have at least some steel, they may be representative of the earliest hybrid iron/steel structures in the area, or, highly unlikely, the first generation of steel bridges should chemical analysis prove that all of the members are constructed of steel. Although the steel members are thought to have originated at the Carnegie Mill in Pittsburg, steel members were evidently also available from the Maryland Steel Company, precursor of Bethlehem Steel in Baltimore, as early as the mid-1880's. Charles H. Latrobe would have been highly conversant in the latest developments in steel construction, given his high standing in the engineering community. In addition, of course, he had very close ties to Baltimore, and would have known what the local foundry was producing. His ties were not only of a professional nature but also of a highly personal one, none the least was that his close relative, Ferdinand Labrobe, was the mayor of Baltimore, and Charles H. Latrobe had executed major commissions for the city.

CE-914
Porters Bridge
Richardsmere, MD
Cecil County

Continuation Sheet 7.4
Description

This incorporation of some steel members is all the more significant given that, according to Chard, 10 low-carbon structural steel did not become generally available for truss bridge construction until the 1890's, when the Bessemer and open hearth processes permitted its manufacture. In that respect, these bridges may be experimental in incorporating steel members before such members became widely available. On the other hand, most aspects of the structures are very much tied to the nineteenth century tradition of Pratt truss designs,

with the usual sleeve nuts or turnbuckles, eyebars, use of lacing (in this case, only on the inclined end posts), cross struts and the top chords. The designs have the delicate and wiry appearance characteristic of nineteenth century truss bridges, especially Pratt trusses, rather than the heavier, squatter and more muscular appearance of the first twentieth century steel trusses on Maryland state highways (presumably the first generation of steel trusses), judging from extant examples, from the 1920's and 1930's.

Appendix 1: Some of the Better Known Bridge Companies which submitted bids on contracts overseen by Charles H. Latrobe in Cecil County, ca. 1880-1900

Interesting in the variety of firms that submitted bids, as well as their geographic distribution, the firms listed below constitute a small percentage of the mostly unknown companies which responded to the ad placed in local papers by the Cecil County Commissioners for the construction of bridges designed by Charles H. Latrobe. Some of those listed below were purchased by the American Bridge Company, which gobbled up most of the small bridge companies in the early decades of the twentieth century.

RAMSEY, H. A. AND COMPANY also Henry A. Ramsey and Son, Company

In Wood's Baltimore City Directory, of 1879-80 this company is cited on page 1016 as bridge and wharf builders, with offices located at Hughes and Williams Streets. On page 663 H. Ashton Ramsey is cited as the proprietor of Voltan Steam Engines, located on the southeast corner of William and Hughes Street, with a residence at 44 W. Madison Street. By the time of the 1887 edition of Wood's Baltimore City Directory Ramsey was in partnership with his son, H. A. Ramsey, Jr. as the name of the firm is cited on page 963 as Henry A. Ramsey and Son, Company. In the engineers list, the company address is listed as the foot of Allen Street, with the residence as 819 St. Paul Street. Built the Harford County Bridge HO51, the Whitaker Mill Road Bridge over Winters Run, in 1878. In a June 14, 1886 issue of the Sun there appeared "Bridge and Light House Building--the H. A Ramsey engineering works, Locust Point, are now completing four bridges for the Baltimore and Ohio Railroad extension to Philadelphia. . . .one at Gray's Avenue, Philadelphia. . . .200 feet span. . . .also a highway bridge over Winters Run, Harford County. . . .also over Severn River. . . .The firm is also putting up a large foundry for its own uses." In the June 16, 1886 issue of the Sun the following appeared: "Building Permits. . . .to H. A. Ramsey, to erect a one-story brick foundry, 70 by 80 feet, on the south side of the basin. . . "

CE-914
Porters Bridge
Richardsmere, MD
Cecil County

Continuation Sheet 7.5
Description

Pittsburgh Bridge Company, Pittsburgh, Pa.

Advertized in Engineering News (1898, 1900) for "bridges, steel buildings and general structural work". Established in 1878 and incorporated in 1881. Located at Thirty-eighth Street and Allegheny Valley Railroad. At that time, John A. Nichols was President. In 1897, T. M. Nelson was President.

Wrought Iron Bridge Company, South Canton, Ohio

Organized in 1864 by David Hammond and incorporated in 1871, the company was among the nation's pioneers and leaders in wrought iron bridge building. It was absorbed by the American Bridge Company in 1900. This company grew out of a foundry owned and operated by John Laird as early as 1840. It later expanded to include iron bridge buildings. By 1867 the foundry was called the Wrought Iron Works of John Laird and Company, possibly organized as such in 1867. In 1871 David Hammond and Job Abbot, who had invented and patented a wrought iron arch bridge, reorganized and incorporated the company as the Wrought Iron Bridge Company. Job Abbott was one of the organizers of Toronto (Canada) Bridge Company in 1879 and the Dominion Bridge Company in 1883 and served as the first president of both.

The Wrought Iron Bridge Company published its "Book of Designs" in 1874, probably an annual publication, which included its patented "Hammond and Abbot Arch Bridge". The book serves dually as an in-depth study into the engineering art of wrought iron bridge building as well as being a detailed brochure of the firm's expertise in the field. Beginning with a history of iron bridge building in Europe and America followed by a segment on the merits of wrought iron bridge building, the book concludes with a company portfolio complete with plans of their numerous offerings.

It was among the nation's pioneers and leaders in wrought iron bridge building. It employed 270 people in 1881 and erected bridges in 25 states. Even after its absorption by the American Bridge Division of the United States Steel Corporation between 1899 and 1901, it advertised in Engineering News (1900) as being builders of "iron and steel bridges, girders, turntables, buildings and CE-914 structural work".

CE-914
Porters Bridge
Richardsmere, MD
Cecil County

Continuation Sheet 7.6
Description

The Wrought Iron and Pittsburgh Bridge Companies, which both submitted proposals for the bridges to be replaced under the supervision of Charles H. Latrobe in 1884, were purchased by the American Bridge Company, which was formed in early 1900 by J. P. Morgan and Company, and in April it was incorporated in New Jersey. The consolidation which occurred shortly thereafter of all of the companies purchased in a buying frenzy in the first years of the twentieth century brought together twenty-seven bridge and structural companies. Four additional companies were purchased between 1901 and 1936, including the Toledo Bridge Company of Toledo, Ohio and the Virginia Bridge and Iron Company of Roanoke, Virginia. The new company commanded 90% of the steel fabrication and erection business in the United States with these acquisitions.

Additional companies which submitted proposals for the construction of Cecil County bridges under the supervision of Charles H. Latrobe were:

GILBERT AND NELSON (ALSO NELSON AND BUCHANAN AND THE NELSON
CONSTRUCTION COMPANY), Chambersburg, Pennsylvania

Nelson and Buchanan were previously agents for the Pittsburgh Bridge Company. Nelson and Buchanan were in business from 1891 to 1901. Built Baltimore County bridge B0017, the Carroll Road Bridge, in 1879. Built the Washington County Bridge W5351, the Barnes Road Bridge, in 1906. Built SHA bridge 21023 in 1907.

T. M. Nelson, a Chambersburg native, was engaged in the bridge business and there became associated with A. Buchanan in 1883. In 1894, as Nelson and Buchanan, they built a 255 foot, three-span Baltimore truss bridge in southern Adams county, Penna. From 1896 to 1900, Nelson was president of the Pittsburgh Bridge Company, In 1901 he and Buchanan reorganized, changed their firm's name to Nelson and Buchanan Company and continued to build bridges. Nelson's early history, prior to 1879, includes his training in civil engineering. He was employed as a CE from 1870 to 1875. In 1876 he was appointed Clerk of the Chambersburg County Commissioners. There is no account of his livelihood from 1876 to 1879. In 1879 he is paired with Gilbert to build the Carroll Avenue Bridge.

PENN BRIDGE COMPANY, Beaver Falls, Pennsylvania

Under the name of Penn Bridge Works, it advertised in

CE-914
Porters Bridge
Richardsmere, MD
Cecil County

Continuation Sheet 7.7
Description

Engineering News (1898) as "contractors for iron, combination and Howe truss bridges, roofs, etc", for which they would furnish estimates upon request. Established in 1868 by T.B. White and Sons in New Brighton, Penna., it was moved to Beaver Falls in 1878. The company was reorganized and incorporated in 1887. It went out of business under that name in 1901. Built Baltimore Bridge B0001, Vinegar Hill Road, in 1884. Built A004, Reynolds-Morrison Road over Georges Creek(AL-VI-C-274) in Barton, Allegany County, 1900, a Pratt half-hip pony truss.

Appendix 2: Nineteenth Century Truss Types Extant in Maryland, 1994

Metal Trusses

The range of truss patterns seen in Maryland's highway bridges built in the nineteenth century is quite narrow, for they are of three types only--Pratt, Bowstring and the Whipple Trapezoidal Truss. These became the most common patterns utilized for truss bridges after the Civil War, as recognized by bridge engineer and historian J. A. L. Waddell in 1884, "at least ninety percent of all American iron highway bridges are built on these systems."⁷ As expected, most of the Maryland examples are Pratt trusses, the most popular and long-lived of the truss patterns, utilized in its original form or in variations, such as the Parker and Camelback, well into the twentieth century.

Pratt Truss

Thomas and Caleb Pratt, who were issued a patent for a truss bearing their name in April, 1844, made the diagonal tension members of the web out of wrought iron and the vertical compressive members of wood. The Pratt design was carried over into the building of all metal bridges and was one of the few forms which was widely built in the twentieth century. Although no wooden or partial wood truss bridges remain in Maryland, there are about thirty all metal structures which were constructed prior to 1900, with two-thirds of those being Pratt designs of either the through or pony configuration. Eventually the upper chords changed from the horizontal to the polygonal, resulting in the camelback and Parker trusses, followed by the Baltimore and Pennsylvania truss patterns. Milo Ketchum in 1908 wrote that the Pratt truss was commonly built with pin-connected joints and it was preferred for spans of 170 to 240 feet.⁸

CE-914
Porters Bridge
Richardsmere, MD
Cecil County

Continuation Sheet 7.8
Description

Between 1890 and 1925 the Pratt truss, along with its derivative forms, such as the Parker and Camelback configurations, was the standard American bridge form. By the end of the nineteenth century it had replaced the Whipple-Murphy truss, but, as the heyday of the Pratt truss generally waned later in the century, its position of dominance was taken by the Warren truss, a more refined form which used less steel.

The technology of the fabrication of trusses had also changed by the turn of the century. The United States, in contrast to Europe, had utilized the pinned connections extensively in the nineteenth century. So widespread was the use of pinned connections that in 1896, Scientific American could state that the method was a distinctive feature of American bridge design.⁸ However, there were limitations to pinned connections which could only be solved by utilizing another method of assembly. In the last quarter of the nineteenth century riveted connections came to be favored, until in the twentieth century they were used almost exclusively, according to Charles C. Schneider.¹⁰

An additional change of considerable importance which occurred with the truss type was the substitution of steel for iron. By the beginning of the twentieth century most iron bridges in the United States had become obsolete. Steel was universally accepted for its greater strength, and thus the promise that the bridges would not have to be replaced as readily.¹¹

Notes

1. Monumental City (The Baltimore American Illustrated Edition, 1873), p. 13-14.
2. Obituary of Charles H. Latrobe, The Sun, September 20, 1902, p. 7.
3. Malone, Dumas, Editor, Dictionary of American Biography (Charles Scribner's Sons, New York), p. 26-27.
4. Monumental City (The Baltimore American Illustrated Edition, 1895), p. 32.
5. Thomas Scharf. History of Baltimore City, (Philadelphia: Louis H. Everts Company, 1881), p. 425.
6. George Johnston, History of Cecil County, Maryland (Elkton: by CE-914 the author, 1881), p. 384.
7. J.A.L. Waddell The Designing of Ordinary Iron Highway Bridges (New York: John Wiley & Sons, Inc., 1891, p. IV.)

CE-914
Porters Bridge
Richardsmere, MD
Cecil County

Continuation Sheet 7.9
Description

9. Milo Ketchum, Highway Bridges, pp. 7-8.
10. "Railroads and Bridges, Scientific American, LXXV (July 25, 1896, p. 58).
11. "The Evolution of the Practice of American Bridge Building," Transactions, LIV, June, 1905, p. 222.
10. Chard, Jack, Making Iron and Steel: The Historic Processes: 1700-1900, The Roebling Chapter of the Society for Industrial Archaeology, Bogota, New Jersey, 1986.

CE-914
Porters Bridge
Richardsmere, MD
Cecil County

Continuation Sheet 7.10
Description

Context: History of Bridge Crossings
over Octoraro Creek at Porters Bridge

The bridge is located in the very small Cecil County settlement of Richardsmere, which was initially settled in the nineteenth century and named Porters Bridge for the structure over Octoraro Creek located north of the core of the settlement. This crossing of the Octoraro Creek was established at a very early date to provide access to Stephen Porters Mill. This mill, the only structure to exist at the time, is shown on Map 6 of the Commissioner's Road Book of the Western Portion of Maryland, 1792. By 1858 about one half dozen structures had been built on the opposite side of Octoraro Creek from Porters, (later Magraws) Mill, constituting the small community of Porters Bridge. The covered bridge shown in the 1877 Lake, Griffing and Stephenson Atlas provided access between Magraw's Mill and house on the west side with the few houses and a sawmill on the other side. This covered bridge was replaced in 1885 by the existing truss structure, Bridge No. 7057 (CE 914).

The Commissioners acted on the need to establish a public road in the May 12, 1794 order of the Cecil County Levy Court. The order required the laying out of a Publick Road from Brick Meeting House in East Nottingham to Stephen Porters Mill on the Octoraro Creek. This road was shown on map 7 of the Commissioner's Road Book. On a local level, this road provided access between the Cecil County towns northwest of the bridge, such as Conowingo and Rising Sun and Colora east and southeast of Octoraro Creek. More importantly, the crossing at Porters Bridge was part of the road network providing a connection between Philadelphia and Baltimore. It became a component of a major north-south route which evolved into US 1.

CE-914
Porters Bridge
Richardsmere, MD
Cecil County

Continuation Sheet 7.11
Description

The State Roads Commission reports document work on the road numerous times throughout the years. The 1908-10 edition of the Report of the State Roads Commission recounts that work was undertaken on the section from Oakwood to Porters Bridge, and a 1916 SRC map indicated that sections of the road had been taken over by the Commission by 1916, and, as a result, were improved by macadam and vitrified brick. However, citing the narrow and badly aligned Porters Bridge ("Pratt truss bridge over Octoraro Bridge"), the State Roads Commission bypassed a 6,320 foot section of the road, within which Porters Bridge was located, in 1933 (Report of the State Roads Commission for the Years 1931-1934, p. 44).

Some of the village of Porters Bridge was shown in the rendering of the "Mill and Farm Property of H. S. Magraw, Esquire" in the 1877 Lake, Griffing and Stephenson Atlas of Cecil County. The entire village proper is shown as part of District 8, Mount Pleasant, and is comprised of three buildings owned by Magraw (residence, grist mill and an unidentified structure) on the west side, a "Building Association" structure, a blacksmith shop, saw mill and dwellings owned by J. Fortune, J. Coats, A. Moore, N. Barnett, and J. G. Richards on the east side. Of these structures, only three are possibly extant: the C. W. Lowe residence at 142 Colora Road, which may have been the 1858 store, possibly analogous with the "Building Association" structure of 1877, Bess Walker's residence at 165 Colora Road, which may be the A. Moore House of 1877, and the Blakesley House at 149 Colora Road, an older and much altered portion of which may be a remnant of the 1858 B. Hynerman House, and the 1877 Coats house. The George Lowe residence at 164 Colora Road is in the general location of the sawmill shown both in 1858 and 1877.

The community retains the two bridges, but has been infilled by contemporary structures or has lost structures, resulting in noticeable gaps, and no longer retains much visual integrity. In addition, the portion of the bypassed section of US 1, which has been named Porters Bridge Road, is the location of new structures. Having lost so many structures, the community has a much more open appearance around the crossing of Love Run, the original core of the settlement to the south of Octoraro Creek. Thus it does not approximate the original appearance of what must have been a tightly clustered, though small, rural village. Most damaging to the integrity of the village is the loss of the most important

CE-914
Porters Bridge
Richardsmere, MD
Cecil County

Continuation Sheet 7.12
Description

structures, the Mill and House owned by Stephen Porter in the late eighteenth century, and later owned by Mrs. M. A. Harlan and H. S. McGraw, which was the progenitor of the crossing of the Octoraro Creek and thus the settlement. Because of this lack of integrity, the village would not likely meet the criteria for inclusion in the National Register of Historic Places.

CE-914
Porters Bridge
Richardsmere, MD
Cecil County

Continuation Sheet 8.0
Statement of Significance

The Porters Bridge is significant as one of only a few truss bridges remaining in Cecil County which were designed under the supervision of Charles H. Latrobe, noted Maryland engineer and principal in the Baltimore Bridge Company. In addition, it is possibly significant for its incorporation of both wrought iron and steel members, marking a transitional point in the conversion from iron to steel in the fabrication of metal bridges. The only nineteenth century truss structure which remains on the Maryland State Highway system, it is also significant as a component of US Route 1, an important transportation corridor on the Eastern Seaboard of the United States. The 6,000 foot section of US Route 1 on which it was located was bypassed in 1933 by the State Road Commission.

CE-914
Porters Bridge
Richardsmere, MD
Cecil County

Continuation Sheet 9.1
Major Bibliographical References

Previous Maryland Inventory Forms for CE-914

Monumental City (The Baltimore American Illustrated Edition, 1873)

Obituary of Charles H. Latrobe, The Sun, September 20, 1902, p. 7.

Malone, Dumas, Editor, Dictionary of American Biography (Charles Scribner's Sons, New York)

Monumental City (The Baltimore American Illustrated Edition, 1895)

Thomas Scharf. History of Baltimore City, (Philadelphia: Louis H. Everts Company, 1881)

George Johnston, History of Cecil County, Maryland (Elkton: by the author, 1881)

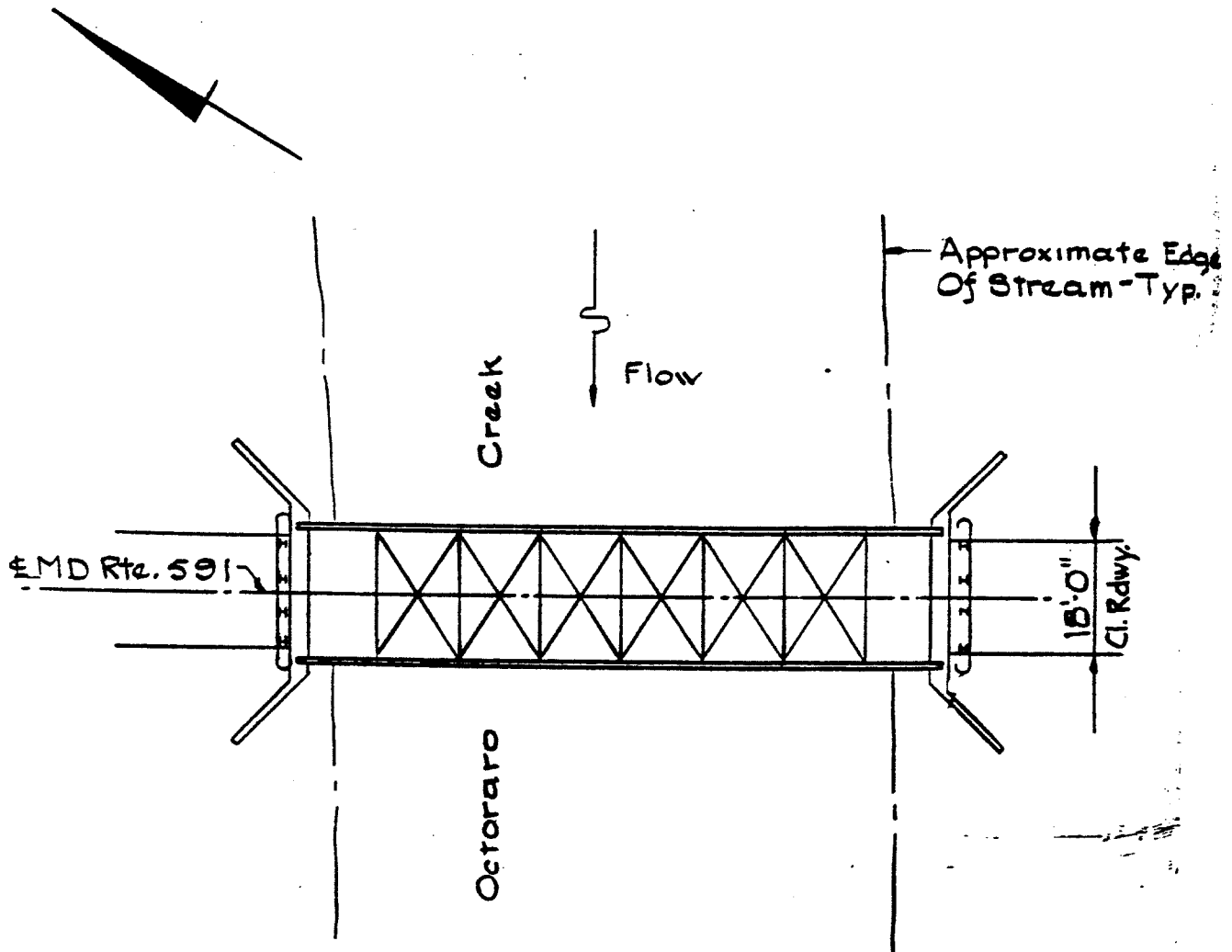
J.A.L. Waddell The Designing of Ordinary Iron Highway Bridges (New York: John Wiley & Sons, Inc., 1891)

Milo Ketchum, Highway Bridges.

"Railroads and Bridges, Scientific American, LXXV (July 25, 1896).

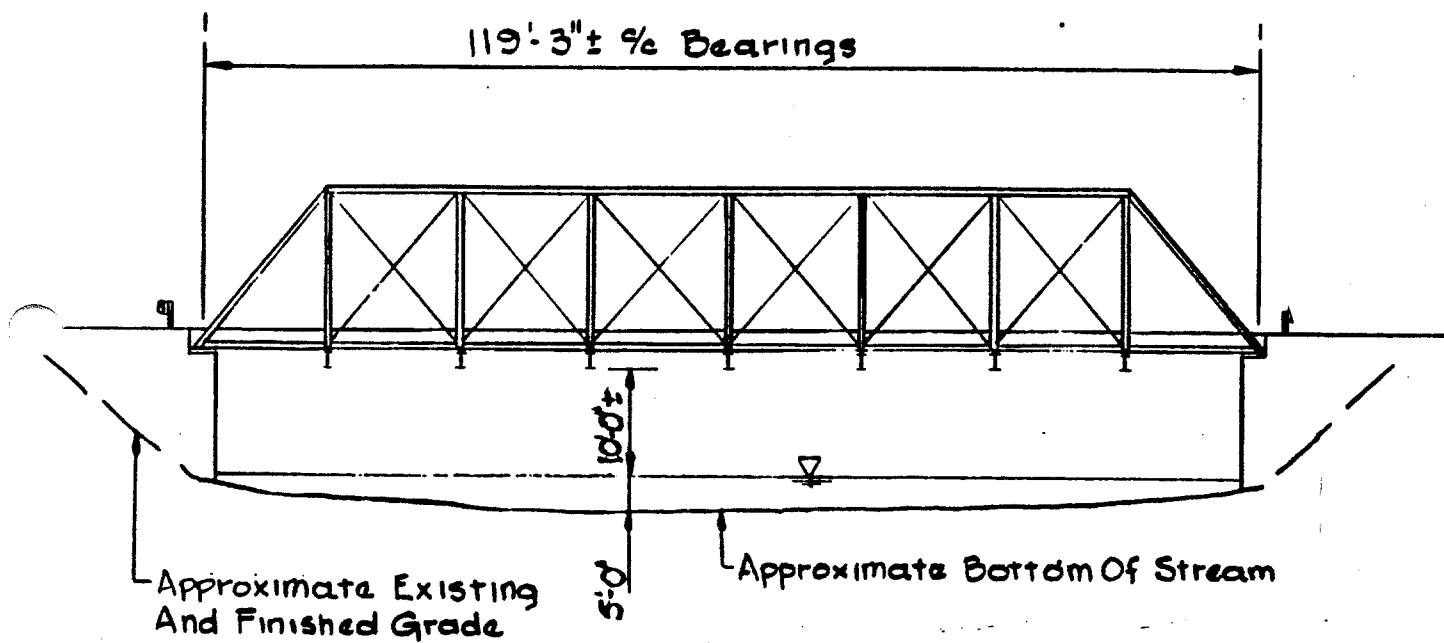
"The Evolution of the Practice of American Bridge Building," Transactions of the American Society of Civil Engineers, LIV, June, 1905.

Chard, Jack, Making Iron and Steel: The Historic Processes: 1700-1900, The Roebling Chapter of the Society for Industrial Archaeology, Bogota, New Jersey, 1986.



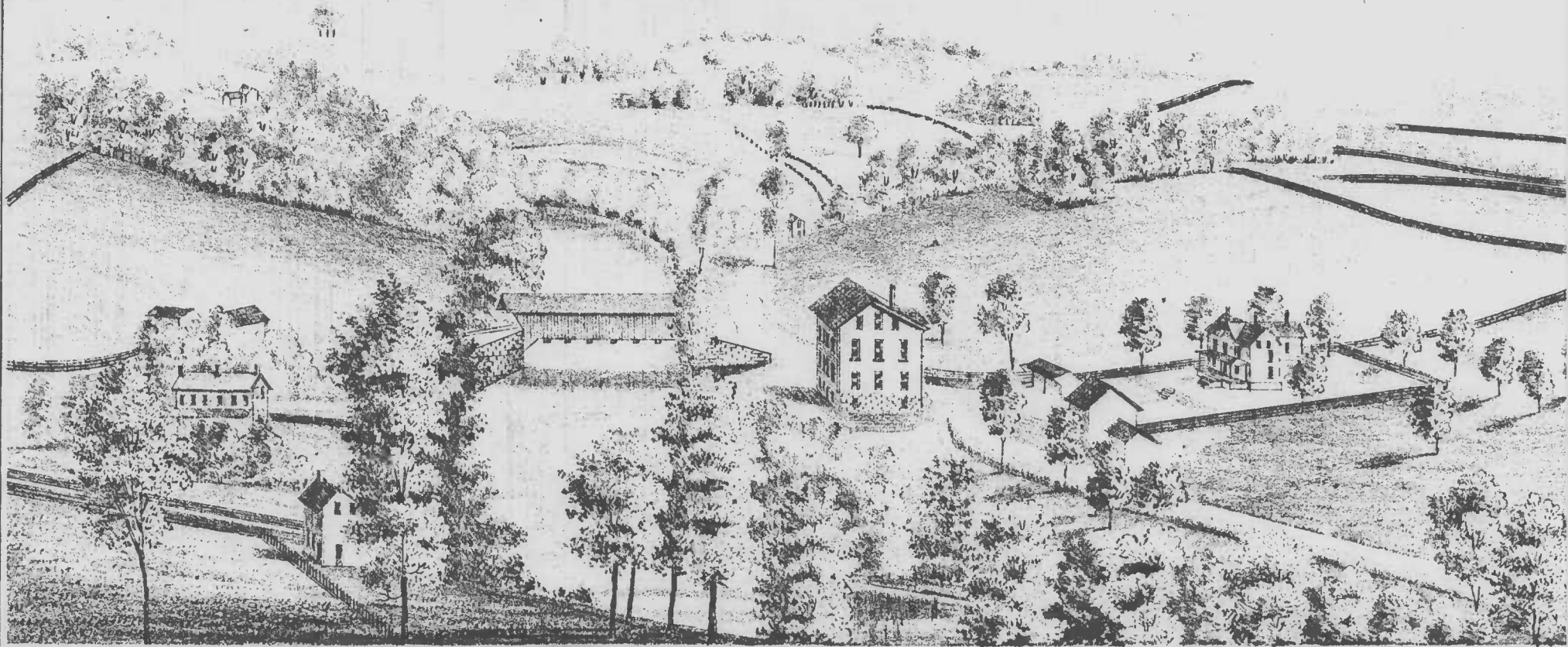
PLAN
Scale: None

CE-914
Porters Bridge
Richardsmere, Maryland
Elevation



ELEVATION

Scale: None



MILL & FARM PROPERTY OF H.S. MAGRAW ESQ. DIST. NO 8 CECIL CO. MARYLAND.



CE-914
(1877)
ORIGINAL
BRIDGE
PROBABLY
REPLACED
BY CLAYTON
IN
1885

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

AND/OR COMMON

Richardsmere Bridge

2 LOCATION

STREET & NUMBER

CITY, TOWN

Richardsmere

VICINITY OF

Maryland

CONGRESSIONAL DISTRICT

1st

Cecil

3 CLASSIFICATION

CATEGORY

☐ DISTRICT☐ BUILDING(S)☒ STRUCTURE☐ SITE☐ OBJECT

OWNERSHIP

☒ PUBLIC☐ PRIVATE☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

STATUS

☐ OCCUPIED☒ UNOCCUPIED☐ WORK IN PROGRESS

ACCESSIBLE

☐ YES: RESTRICTED☒ YES: UNRESTRICTED☐ NO

PRESENT USE

☐ AGRICULTURE☐ MUSEUM☐ COMMERCIAL☐ PARK☐ EDUCATIONAL☐ PRIVATE RESIDENCE☐ ENTERTAINMENT☐ RELIGIOUS☐ GOVERNMENT☐ SCIENTIFIC☐ INDUSTRIAL☐ TRANSPORTATION☐ MILITARY☒ OTHER None**4 OWNER OF PROPERTY**

NAME

State Highway Administration DOT Survey Telephone #:

STREET & NUMBER

301 West Preston Street

CITY, TOWN

Baltimore

VICINITY OF

STATE, zip code
Maryland 21201**5 LOCATION OF LEGAL DESCRIPTION**

COURTHOUSE,

REGISTRY OF DEEDS, ETC. Cecil County Courthouse

Liber #:

Folio #:

STREET & NUMBER

CITY, TOWN

Elkton

STATE

Maryland

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CE-914

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input checked="" type="checkbox"/> DETERIORATED	<input checked="" type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

A five panel iron Pratt truss bridge with wooden deck, 188' in length, with a 16' roadway. Major members, top cords, compression members are of compound-beams, riveted; tension members are of wrought iron bars. The truss is pin connected.

CONTINUE ON SEPARATE SHEET IF NECESSARY

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW				
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION		
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> ARCHEOLOGY-HISTORIC	<input type="checkbox"/> CONSERVATION	<input type="checkbox"/> LAW	<input type="checkbox"/> SCIENCE		
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE		
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN		
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER		
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> COMMERCE	<input type="checkbox"/> EXPLORATION/SETTLEMENT	<input type="checkbox"/> PHILOSOPHY	<input checked="" type="checkbox"/> TRANSPORTATION		
<input type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)		
		<input type="checkbox"/> INVENTION				

SPECIFIC DATES

1885

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

In 1884 the Commissioners of Cecil County, William J. Potter, William D. Pierson and Ellis Sentman, commissioned Charles H. Latrobe to prepare plans and specifications for the rebuilding and/or construction of several iron bridges in the county, of which this was one. The earlier bridge on the site, generally referred to as "Potter's Bridge" for the nearby Potter's Mill, is pictured in a lithograph found in the 1877 Lake, Griffing and Stevenson Atlas of Cecil County as a wooden covered bridge. This accounts for the two stone abutments which remain near the present bridge.

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

Minutes of the Cecil County Commissioner, 6 August 1884, p.442.

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY

Quadrangle Name: Conowingo Dam, MD
 Quadrangle Scale: 1:24 000
 UTM References: 18.403240.4393770

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

11 FORM PREPARED BY

NAME / TITLE

John Hnedak/M/DOT Survey Manager

ORGANIZATION

Maryland Historical Trust

DATE

1980

STREET & NUMBER

21 State Circle

TELEPHONE

(301) 269-2438

CITY OR TOWN

Annapolis

STATE

Maryland 21401

The Maryland Historic Sites Inventory was officially created by an Act of the Maryland Legislature, to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 Supplement.

The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
 The Shaw House, 21 State Circle
 Annapolis, Maryland 21401
 (301) 267-1438

MARYLAND HISTORICAL TRUST

File #896

INVENTORY FORM FOR STATE HISTORIC SITES SURVEY

1 NAME

HISTORIC

Porter's Bridge

AND/OR COMMON

2 LOCATION

STREET & NUMBER

Road south of Route 1 west of Richard's Oak

CITY, TOWN

Conowingo☒ VICINITY OF

CONGRESSIONAL DISTRICT

1

STATE

Maryland

COUNTY

Cecil**3 CLASSIFICATION**

CATEGORY

☐ DISTRICT☐ BUILDING(S)☒ STRUCTURE☐ SITE☐ OBJECT

OWNERSHIP

☒ PUBLIC☐ PRIVATE☐ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS☐ BEING CONSIDERED

STATUS

☐ OCCUPIED☒ UNOCCUPIED☐ WORK IN PROGRESS

ACCESSIBLE

☐ YES: RESTRICTED☒ YES: UNRESTRICTED☐ NO

PRESENT USE

☐ AGRICULTURE☐ MUSEUM☐ COMMERCIAL☐ PARK☐ EDUCATIONAL☐ PRIVATE RESIDENCE☐ ENTERTAINMENT☐ RELIGIOUS☐ GOVERNMENT☐ SCIENTIFIC☐ INDUSTRIAL☐ TRANSPORTATION☐ MILITARY☒ OTHER: none**4 OWNER OF PROPERTY**

NAME

States Roads Department

Telephone #:

STREET & NUMBER

CITY, TOWN

☐ VICINITY OF

STATE, zip code

5 LOCATION OF LEGAL DESCRIPTIONCOURTHOUSE,
REGISTRY OF DEEDS, ETC.Clerk of the Circuit Court

Liber #:

Folio #:

STREET & NUMBER

Cecil County Courthouse

CITY, TOWN

Elkton

STATE

Maryland**6 REPRESENTATION IN EXISTING SURVEYS**

TITLE

DATE

☐ FEDERAL ☐ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

CITY, TOWN

STATE

7 DESCRIPTION

CONDITION		CHECK ONE	CHECK ONE
<input type="checkbox"/> EXCELLENT	<input type="checkbox"/> DETERIORATED	<input type="checkbox"/> UNALTERED	<input checked="" type="checkbox"/> ORIGINAL SITE
<input type="checkbox"/> GOOD	<input type="checkbox"/> RUINS	<input checked="" type="checkbox"/> ALTERED	<input type="checkbox"/> MOVED DATE _____
<input checked="" type="checkbox"/> FAIR	<input type="checkbox"/> UNEXPOSED		

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The iron bridge at Porter's Bridge is one of several single span Pratt-through truss bridge that crosses the Octorara Creek in various places. The activity across the bridge has ceased since high water a number of years ago rendered it unsafe. The length of the structure is approximately 40'.

CONTINUE ON SEPARATE SHEET IF NECESSARY

8 SIGNIFICANCE

CE-914

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
<input type="checkbox"/> PREHISTORIC	<input type="checkbox"/> ARCHEOLOGY-PREHISTORIC	<input type="checkbox"/> COMMUNITY PLANNING	<input type="checkbox"/> LANDSCAPE ARCHITECTURE	<input type="checkbox"/> RELIGION	
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<input type="checkbox"/> 1500-1599	<input type="checkbox"/> AGRICULTURE	<input type="checkbox"/> ECONOMICS	<input type="checkbox"/> LITERATURE	<input type="checkbox"/> SCULPTURE	
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> ARCHITECTURE	<input type="checkbox"/> EDUCATION	<input type="checkbox"/> MILITARY	<input type="checkbox"/> SOCIAL/HUMANITARIAN	
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> ART	<input checked="" type="checkbox"/> ENGINEERING	<input type="checkbox"/> MUSIC	<input type="checkbox"/> THEATER	
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<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> COMMUNICATIONS	<input type="checkbox"/> INDUSTRY	<input type="checkbox"/> POLITICS/GOVERNMENT	<input type="checkbox"/> OTHER (SPECIFY)	
		<input type="checkbox"/> INVENTION			

SPECIFIC DATES

BUILDER/ARCHITECT

STATEMENT OF SIGNIFICANCE

This was one of the bridges built by Charles H. Latrobe and commissioned to him by the county officers, William S. Potter, president, *William* D. Pierson, and Elis Sentman around 1885. The iron bridge reflects the late 19th century atmosphere along with Porter's Bridge mill. Obviously due to disuse the bridge will eventually fall into ruin.

CONTINUE ON SEPARATE SHEET IF NECESSARY

9 MAJOR BIBLIOGRAPHICAL REFERENCES

CONTINUE ON SEPARATE SHEET IF NECESSARY

10 GEOGRAPHICAL DATA

ACREAGE OF NOMINATED PROPERTY _____

VERBAL BOUNDARY DESCRIPTION

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE

COUNTY

STATE

COUNTY

11 FORM PREPARED BY

NAME / TITLE

Paul B. Touart Historic Sites Surveyor

ORGANIZATION

Cecil County Committee

DATE

9/22/78

STREET & NUMBER

Cecil County Courthouse

TELEPHONE

398-7568

CITY OR TOWN

Elkton

STATE

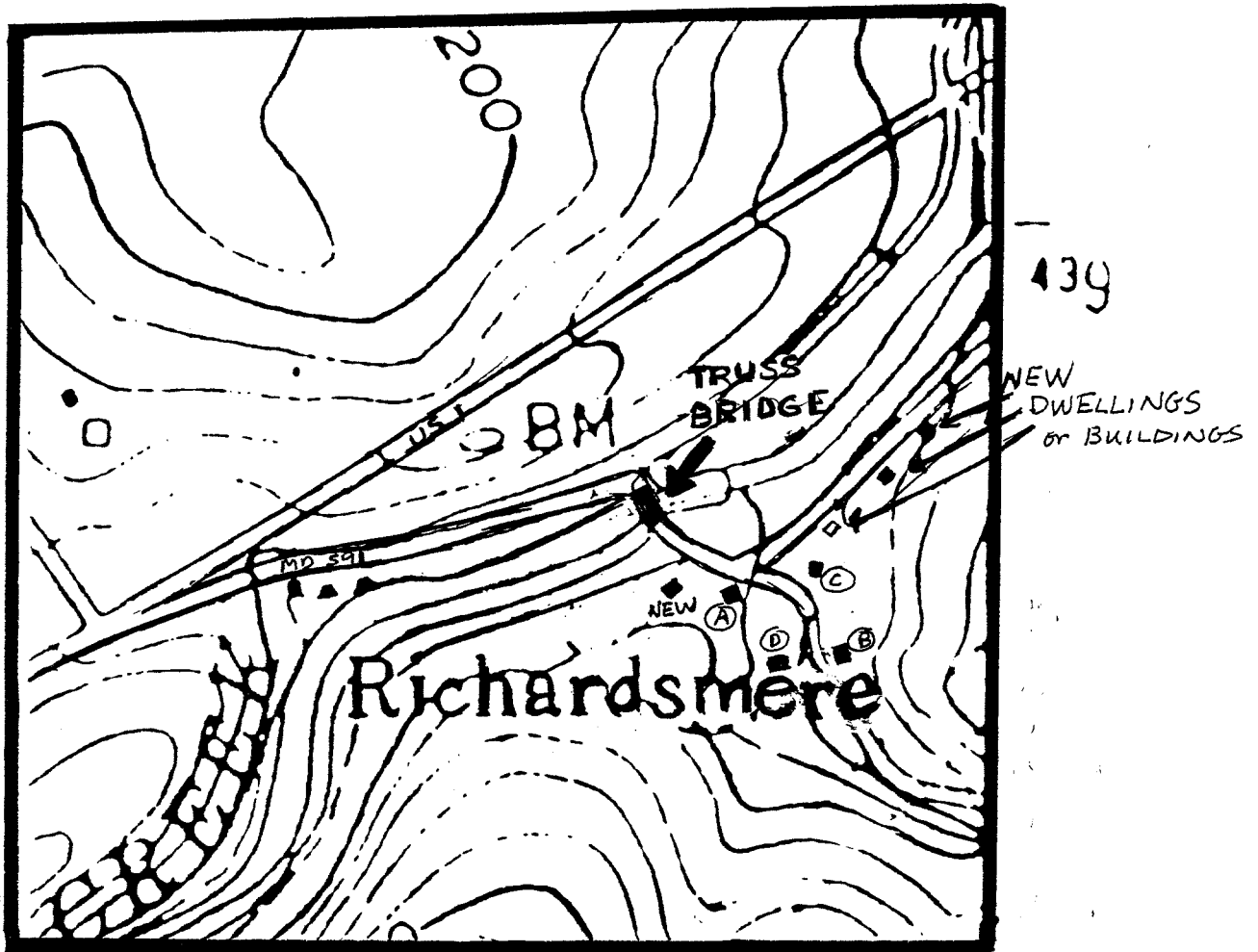
Maryland 21921

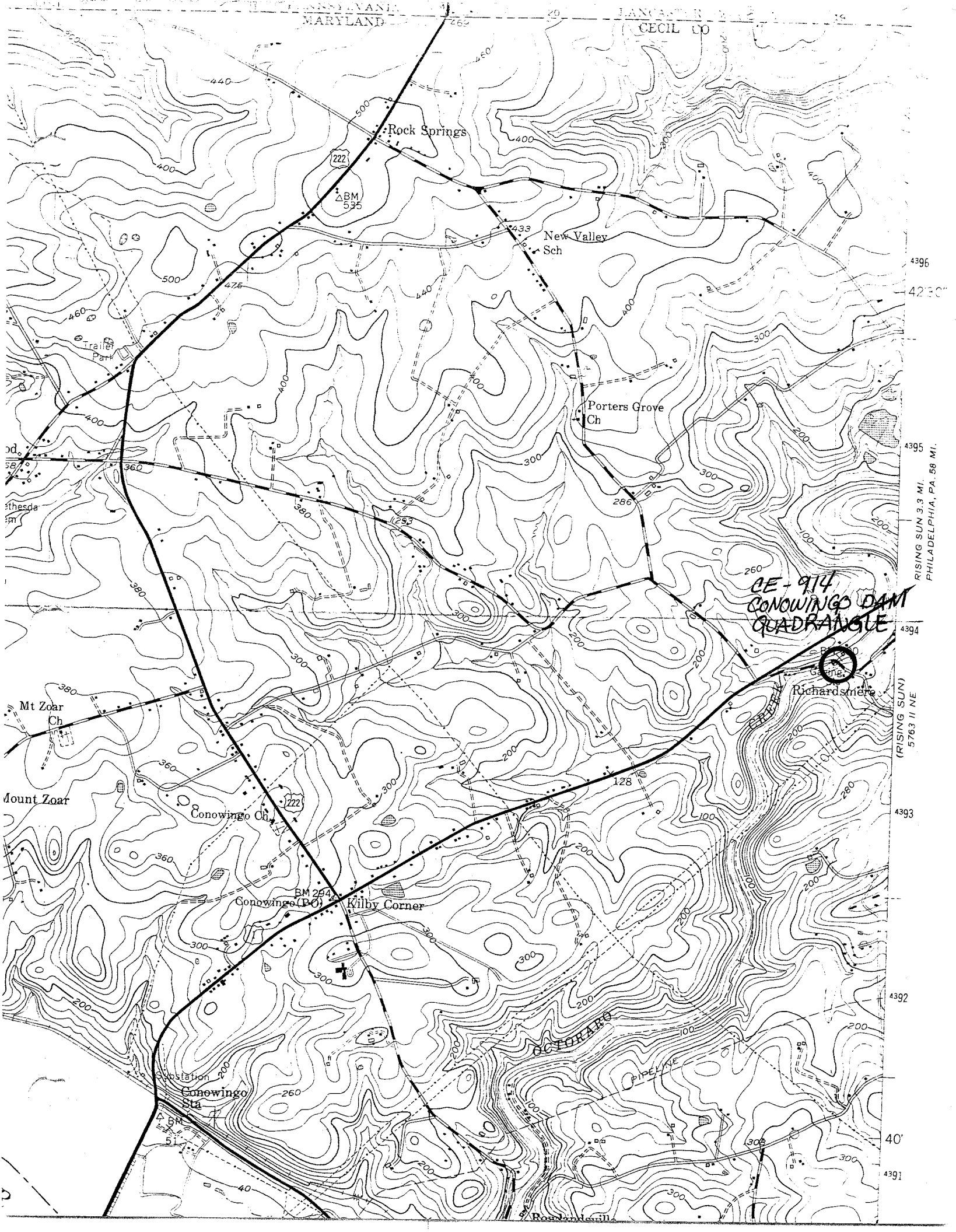
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The Survey and Inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

RETURN TO: Maryland Historical Trust
The Shaw House, 21 State Circle
Annapolis, Maryland 21401
(301) 267-1438

Richardsmere, Maryland
Conowingo Dam Quadrangle





MARYLAND

CECIL CO

Rock Springs

New Valley
Sch

Porters Grove
Ch

Mt Zoar
Ch

Mount Zoar

Conowingo Ch

Conowingo (PO)

Kilby Corner

Conowingo
Sta

CE-914
CONOWINGO DAM
QUADRANGLE

Richardsmere

PHILADELPHIA, PA. 58 MI.
RISING SUN 3.3 MI.

(RISING SUN)
5763 II NE

PENNSYLVANIA
MARYLAND

LANCASTER CO
CECIL CO

Conowingo Md/Pr.

Qu. no.

Rock Springs

BM
535

New Valley
Sch

Porters Grove
Ch

Richardsme

Conowingo Ch

BM 294
Conowingo (PO) Kilby Corner

Conowingo
Sta

OCTORARO

Rowlandsville

4396

42'30"

4395

4394

4393

4392

4391

40'

(RISING SUN) 5763 II NE

PHILADELPHIA, PA. 58 MI

RISE SUN 3.3 MI

CE-114



CE-914

Richardsmere Bridge

M/DOT

Hnedak/Meyer

Summer 1980



CE-914

Richards mere Bridge

Portal View

M/DOT Survey

Hnedak/Meyer

Summer 1980



CE-914

Richardsmere Bridge

Detail of pin connection

M/DOT Survey

Hnedak/Meyer Summer 1980

#1



East Approach.

Bridge No. 7057
MD 591/Octoraro Creek
December 15, 1992

115-30

#2

West Approach

et

Bridge No. 7057
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December 15, 1992

CE-914



EAST
ABUTMENT

Bridge No. 7057
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H16-3N

#5



Bridge No. 7057
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North
Truss

#13



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North
Truss

#17

U7L7

U7L8



CE-914

Bridge No. 7057
MD 591/Octoraro Creek
December 15, 1992

East

A black and white photograph showing a wooden structure, possibly a bridge or a large shed, under construction or repair. The image is taken from a low angle, looking up at the structure. The roof is made of horizontal wooden planks. Below the roof, a series of vertical wooden floor beams are visible, supported by a network of trusses. The foreground shows a rough, uneven ground surface. Handwritten labels and an arrow are present on the right side of the image.

#21

Floor
Beam
No. 4

South
truss

CE-914

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